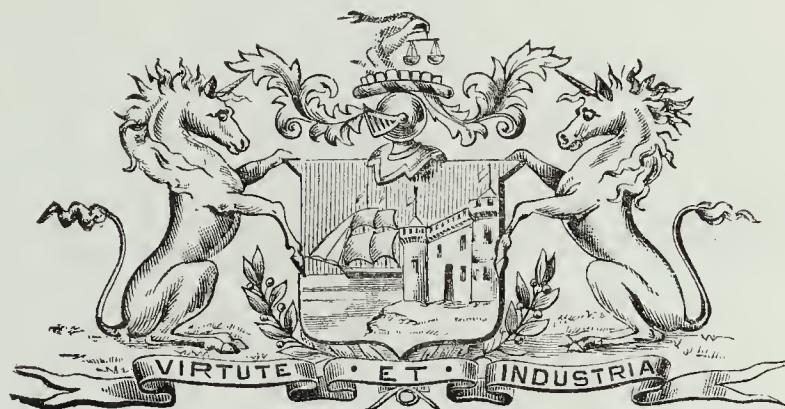


1894.



Bristol Port Sanitary District.

ANNUAL REPORT

OF THE

Medical Officers of Health

AND OF THE

CHIEF PORT INSPECTOR OF NUISANCES,

FOR THE YEAR 1894.

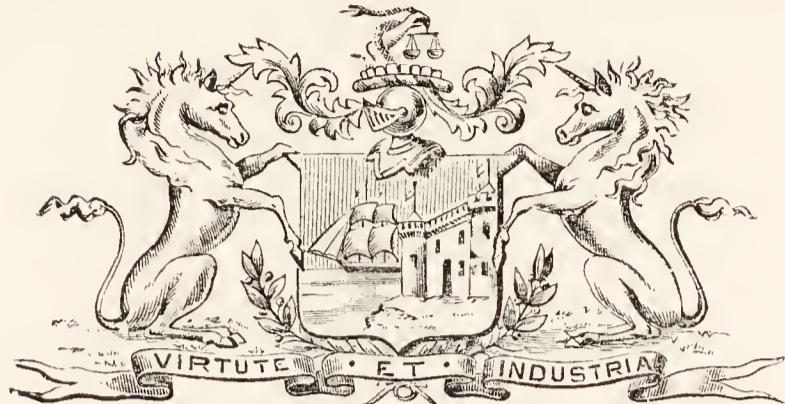
Printed by Order of the Port Sanitary Committee.

BRISTOL:

BENNETT BROTHERS, LTD., PRINTERS, COUNTERSLIP.

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BRISTOL PORT SANITARY DISTRICT.

Port Medical Officer of Health—

D. S. DAVIES, M.D., D.P.H.

Assistant Port Medical Officer of Health—

J. C. HEAVEN, L.R.C.P., M.R.C.S., D.P.H.

Assistant Port Medical Officers of Health (appointed under the provisions of the Cholera Order)—

C. W. J. BRASHER, M.R.C.S., L.R.C.P.

W. DOWSON, M.D., D.P.H.

ALF. N. GODBY GIBBS, M.R.C.S., L.R.C.P.

E. GEORGE HALL, M.B., M.R.C.S.

F. E. PEAKE, M.R.C.S., L.R.C.P.

Chief Port Inspector of Nuisances—

S. O. DIMOND, Cert. Insp. San. Inst.

Port Sanitary Inspector at Avonmouth—

A. DICKENS.

Avonmouth Hospital Caretaker and Assistant Inspector and Boatman—

J. REX.

Caretakers on Hospital Ship—

T. L. PRESS, C. EADE.

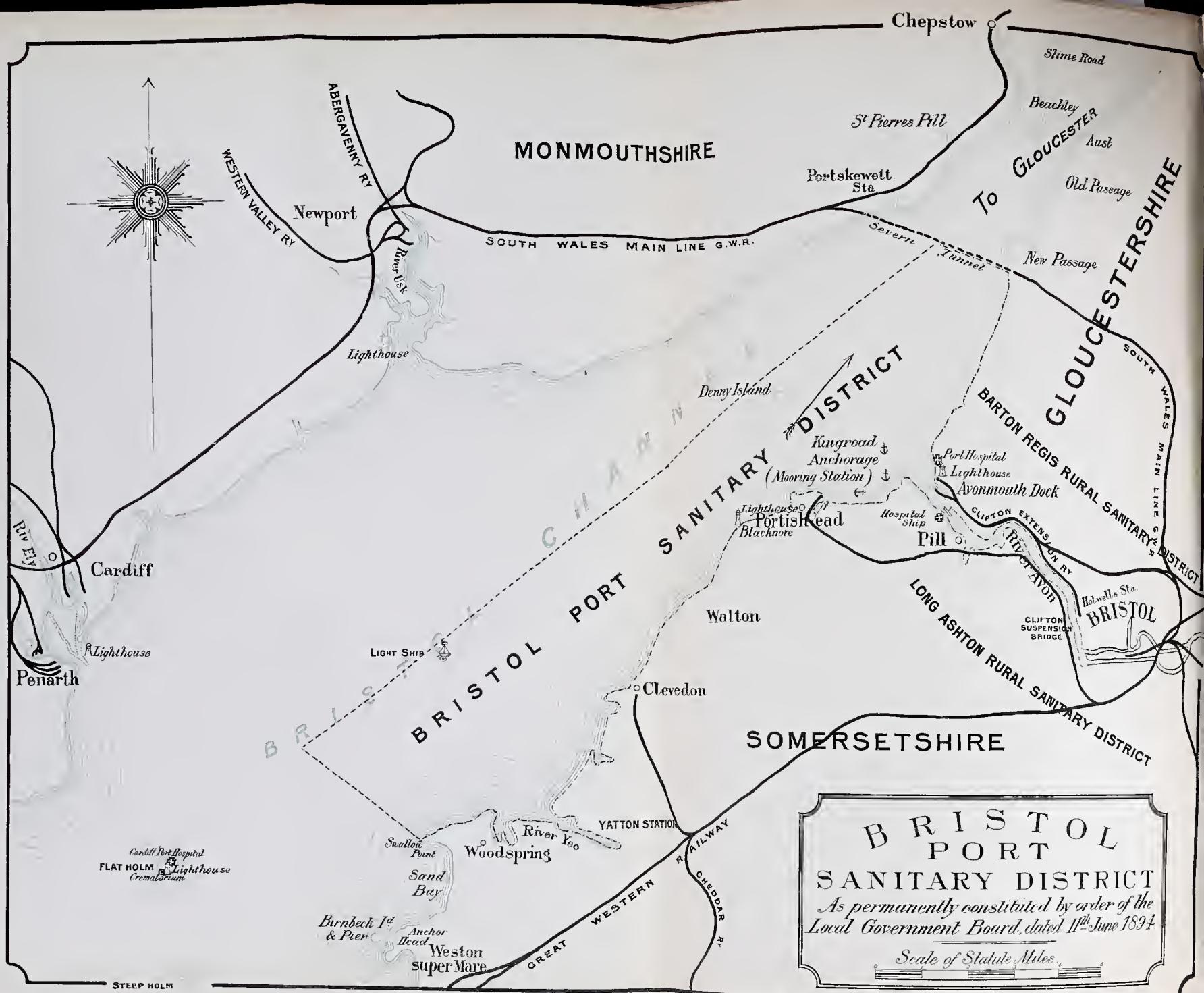
Master of S.S. "Luath"—

CAPT. JACKSON (*Holding Pilot's Certificate for Bristol Channel*).



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BRISTOL PORT SANITARY DISTRICT

Report of the Medical Officers of Health and of the Chief Port Inspector of Nuisances for the Year 1894.

To THE CHAIRMAN AND MEMBERS OF THE
BRISTOL PORT SANITARY AUTHORITY.

March, 1895

GENTLEMEN,

We beg to submit our Report for the year 1894.

PERMANENT CONSTITUTION OF PORT SANITARY AUTHORITY.

By Order issued by the Local Government Board on the 11th June, 1894, the Mayor, Aldermen, and Burgesses of the City of Bristol, acting by the Council, are permanently constituted as the Port Sanitary Authority for the Port Sanitary District of Bristol. The Order came into force on the 1st day of August, 1894.

Limits of Jurisdiction.

The jurisdiction of the Port Sanitary Authority extends to so much of the Port of Bristol as is comprised within the following lines, that is to say, a straight line drawn from the most westerly extremity of Swallow Point to the south western extremity of the common boundary of the Ports of Newport and Bristol, and a line drawn thence and following the boundary of the Port of Bristol to its termination at the site of the Severn Tunnel, together with the waters of the said Port of Bristol within such limits, and all islands, bays, harbours, rivers, creeks, and canals within the aforesaid limits.

The various Riparian Authorities contribute, in the proportions following, towards expenses incurred by the Port Sanitary Authority—

The Urban Sanitary Authority for the City of Bristol	80%
The Urban Sanitary Authority for Clevedon	- 2%
The Urban Sanitary Authority for Portishead	- 4%
The Rural Sanitary Authority for Barton Regis	- 10%
The Rural Sanitary Authority for Bedminster*	- 4%

TONNAGE FROM FOREIGN PORTS—arriving at Bristol Docks during 1894 (net register tons).

Bristol, Avonmouth, Portishead, Total for whole Port,	
108,065.	34,815.
	764.
	143,644.

GRAIN IMPORTS.

City Docks, Avonmouth, Portishead, Total for whole Port,	
2,783,304 qrs.	612,121.
	371,194.
	3,766,619 qrs.

General Inspection of Ships.

Full details of the general inspection of vessels are contained in the Report of the Chief Port Inspector of Nuisances. (*See page 15.*)

Cholera Precautions.

Although the prevalence of Cholera upon the Continent during 1893 had been less marked and less disastrous than during the preceding year, the disease had nevertheless manifested itself at so many points,† and in addition had succeeded in establishing itself in such force in certain of the North-Eastern Ports of England, that continued watchfulness was called for during the spring, summer, and autumn months of 1894, when its recrudescence was most to be feared. With so large a grain import trade, arrivals from the grain ports require especial watching.

* Now the Rural Sanitary Authority for "Long Ashton."

† For particulars of its European distribution in 1893, see the Port Report of the Medical Officer for that year.

CHOLERA PRECAUTIONS.

TABLE showing particulars of Ships from Infected and Suspected Ports
Medically Inspected and visited in Kingroad, from June 17th
to November 8th, 1894.

PRECAUTIONS IN THE PORT OF BRISTOL.

The following Ports, being those treated as “suspected” in the Port of London, were from time to time scheduled in our Orders for inspection; they will serve to indicate the extent of Cholera prevalence during the year:—

In January, 1894—St. Petersburg and all the Neva Ports, France (except Havre, Treport, Calais, Dunkirk, Bordeaux, and Charente); Constantinople, Black Sea, and Sea of Azov, Sicily.

April, 1894—Add Portugal, especially Lisbon.

July, 1894—Add North German, Baltic, and Finland Ports: Rotterdam.

August, 1894—Add Dantzig, Amsterdam (Boulogne excepted from French Ports).

Arrangements for Boarding and Medical Inspection in Kingroad.

The arrangements made to secure the inspection of all arrivals from suspected Ports, whether by day or by night, were exactly similar to those in force during 1893.

The steam yacht “Luath” was on Cholera Service from May 31st until November 12th, and day and night inspection was carried out by your Port Medical Officers from August 6th until October 28th. During the rest of the period of the yacht’s service, inspection was performed by the Sanitary Inspectors, under the instructions of the Port Medical Officer.

The yacht stood the strain of constant work exceedingly well. No breakdown occurred, and upon the termination of service she was docked for overhauling and survey.

Vessels Inspected under the Cholera Orders

While no actual cases of Cholera were introduced into this Port during the year 1894, several vessels arrived from infected Ports, on which suspicious cases of Diarrhœa had occurred, calling for care in cleansing and disinfection.

Of the 121 vessels medically inspected under these Orders, 84 were bound to Bristol and 37 to Gloucester, thus one-third of the work entailed is done on behalf of Gloucester. A stated sum per vessel is paid to the Bristol Port Sanitary Authority, in view of the inspections made by their Officers: no addition has been made to the staff to meet the additional work of inspecting Gloucester vessels.

In our arrangements for this year, it must be understood, as laid down in 1894, that any Gloucester-bound vessels needing inspection under the Cholera Orders should be brought to by the pilot in charge, and a signal hoisted, as we cannot undertake to chase Gloucester boats across the Channel at the risk of missing our own arrivals. That is to say our arrangement must be clearly held to be this, that we undertake to board and deal with any vessels waiting or giving us reasonable facilities for inspection, and will give them a clearance certificate; any vessels arriving at Gloucester without such certificate must be dealt with at that Port by the Gloucester Authority.

The Regulations in force under the Cholera Orders and the various Rag Orders were fully summarised in the Annual Report for 1893.

Port Medical Inspection.

The aim of Medical Inspection, which has supplanted Quarantine in England as a means of dealing with imported Cholera, is briefly as follows:—

- 1.—By Medical Inspection of persons arriving, to detect *actual cases of Cholera*, and to secure proper isolation of patients in hospital, and disinfection of their belongings and of the berths or places they may have infected.
- 2.—By the same Medical Inspection, to detect *cases apparently sickening*, and so to isolate and watch them.
- 3.—To *notify forwards* to the Sanitary Authorities of the Districts whither they are bound, the names and addresses of the rest of the crew and passengers, who are apparently well, but who may possibly have the disease in an undeveloped form. The responsibility of watching and caring for any cases which may develop after arrival at their destination devolves upon the respective Sanitary Authorities having charge of such districts.

In short, Medical Inspection *deals with actual and probable cases*, but can only *notify forwards possible cases*. Herein it differs from Quarantine, in that no cases except actual or threatened cases are detained at the Port of arrival, nor is the vessel detained when a hospital is available, except a reasonable time for purposes of disinfection: and in that the responsibility of dealing with any Cholera that may arise is shared not only by Port Districts, but by Inland Districts, to which some one of the cases allowed to go forward may take the disease. But such inland districts have the advantage of being forewarned, and any spread of the disease must be a measure of their own neglect.

Fortunately, the incubation period of Cholera is generally short (a few days only), so that a long distance ship with no recent cases on board involves, as a rule, little danger.

Cholera—Notification of Diarrhoea.

In July, 1894, the Local Government Board, in view of the fact that, in those localities in England where Cholera made some headway in 1893, the disease had been preceded by an excessive amount of severe or even choleraic diarrhoea, offered to favourably consider applications by Local Authorities to include "Diarrhoea," especially of persons over one year of age, amongst notifiable diseases. (See Urban Report for 1894).

Your Authority had already made arrangements with medical practitioners for securing early information of suspicious diarrhoeal ailments, so that the inclusion of "Diarrhoea" amongst notifiable ailments did not appear to be necessary.

Arrangement with Cardiff Port Sanitary Authority for use of Crematorium.

In December, 1893, arrangements were made with the Cardiff Port Sanitary Authority to make use, if necessary, of their Crematorium on the Flat Holmes for fatal cases of Cholera brought to the Port on shipboard.

Enteric Fever—Ambulance Service.

On February 15th a case of Enteric Fever on board the S.S. "Louise" from Alexandria was reported from Portishead Dock. The launch ran down Channel and brought the sick man, in the ambulance deck-house, up to the General Hospital. The man was very ill, and would not have been able to bear the 12 miles removal by road. An ambulance boat is a very necessary part of the equipment of an extended Port District.

Small Pox.

On 28th February a telegram was received from the Local Government Board that the barque "Morgen Röden" recently left New York for Portishead with Small-pox on

board. In consequence, the boat, which arrived on the 11th March and anchored for inspection, was boarded from the launch and the crew of nine inspected. There was no sickness on board, but it appeared that an able seaman had been left behind at New York with acute symptoms, which subsequently developed into Small-pox. The crew was perfectly well on arrival, chiefly consisting of Norwegians and Swedes, who were well vaccinated in linear series down one or both arms. One Finn on board bore the scars of Small-pox. Vaccination is ill-observed in Finland, and the Captain remarked, "the Finns all get it, they do not vaccinate." As the vessel had been 24 days out, re-vaccination appeared to be unnecessary, so the vessel was thoroughly disinfected and cleared.

On April 10th the S.S. "Beaconsfield," from Sevastopol, arrived, having a history of one man with Small-pox, landed at Genoa, on outward voyage. No further sickness had occurred, and all were well on arrival. Disinfection had been carried out.

On the same date the S.S. "Glanystwith," from Nikolaief, arrived with a history of three cases of Small-pox, one landed at Odessa and two at Marseilles on the 6th February, where one died. On arrival all were well: thorough disinfection was carried out.

On May 7th the S.S. B. T. Robinson arrived at Portishead from the Sea of Azov with a history of three cases of Small-pox, one of which had proved fatal. The vessel left Cardiff on the outward voyage on March 14th, 1894.

On March 22nd the 2nd Engineer sickened with Small-pox, and on arrival at Constantinople on 26th March he could not be moved as he was too ill. He died on April 2nd, and was buried at sea.

On March 26th the 3rd Engineer sickened, and was removed to Hospital at Constantinople: discharged cured on April 21st.

On April 13th the 2nd Mate sickened, and was landed on 15th April at Mariuple, with all his effects.

No further sickness occurred, and all were well on the homeward voyage and on arrival. The 1st Engineer was re-vaccinated, and the Engineer's boy, who attended on the 2nd Engineer, was found to be well vaccinated on both arms. All articles and the ship were thoroughly disinfected on arrival: the Captain had previously destroyed the bedding, and had fumigated out the infected berths.

DIRT BALLAST.

On June 23rd, 1894, Dr. Theodore Thomson, on behalf of the Local Government Board, visited Bristol to enquire into the subject of ships' ballast. It appears that certain red marl, occasionally shipped from this port as ballast, is largely soluble in water, and thus, upon getting wet, it tends to choke the ships' pumps, and to form a source of danger if a leak be sprung. This had led, so long ago as 11th September, 1882, to the issue of a warning notice by the Board of Trade; and as certain other complaints of offensive road scrapings and other unsuitable material being shipped as ballast, had also reached this office, the following notice was issued in August, 1894:—

Dirt Ballast.

BRISTOL PORT SANITARY AUTHORITY.

NOTICE.

DIRT BALLAST.

Masters of vessels are cautioned not to admit Dirt Ballast, consisting of any material or materials likely to choke the pumps or to cause any offensive nuisance to be taken in as ballast at Bristol.

Any vessel attempting to proceed to sea with ballast on board of such materials will be liable to detention as unsafe under the provisions of Sec. 6 of the Merchant Shipping Act, 1876: and, in addition, the master of any vessel permitting any similar material on board of such kind as to cause nuisance, is liable to prosecution under the Public Health Act, 1875.

D. S. DAVIES, M.D.

August, 1894. Port Medical Officer of Health.

PORT SANITARY HOSPITALS.

Both the Avonmouth Shore Hospital and the Hospital Ship have been found most useful during the year for the isolation of Small-pox convalescents, in relief of the Urban Hospitals. In this way 156 cases have been nursed through the winter, at one time every bed in both Hospitals, 37, being occupied. The use of these Hospitals in the winter months, when no pressure from Cholera was feared, saved the necessity of erecting wards for this number of additional beds, and thus resulted in considerable economy.

We are, Gentlemen,

Your obedient servants,

D. S. DAVIES, M.D., D.P.H.

Port Medical Officer of Health.

J. C. HEAVEN, L.R.C.P., D.P.H.,

Assistant Port Medical Officer of Health.

REPORT OF THE CHIEF PORT INSPECTOR OF NUISANCES.

PORT SANITARY OFFICES,

40 PRINCE STREET, BRISTOL,

February, 1895.

GENTLEMEN,

I beg to present a Report of the work done during the past year by the Port Sanitary Inspectors, in carrying out Ship Inspection Duties in respect of the Sanitary condition of Crew Spaces: to secure sufficient lighting, ventilation, drainage, and the keeping of said living spaces dry, clean, and habitable; for the removal of nuisance and overcrowding and for dealing with infectious diseases which may exist on board ships on arrival, or which had occurred on the passage from either foreign or coastwise ports.

The same measures as carried out in previous years, and found to work well, were carried out during 1894, and all vessels from foreign ports and as many coastwise vessels as possible are visited at the river mouth from 6 a.m. till 8 p.m., and during night tides, (when but few vessels come up the river), on arrival at Cumberland Basin, they are spoken by the night watchman to ascertain if any sickness existed on board: and this is regularly done except when the yacht is on active duty in Kingroad or the Channel, and then the Inspectors are on duty alternately at both day and night tides.

General Inspection.

The ordinary work of detailed Inspection of Ships is carried on in the various Docks daily and takes up much time, as the distances to be covered are considerable and many revisits are necessary.

The result of this work of Inspection in Dock is as follows:—That 1,594 vessels, or 383 more than in 1893, were inspected, and 1,428 of these ships were British and 166 sailed under foreign flags: 611 of the total came from foreign ports and the remainder, 983, were general coast-wise traders.

Of the 611 vessels from foreign, 258 or 42 per cent. had sanitary defects of some kind, but on 983 coasting vessels only 132 or $13\frac{1}{2}$ per cent. were found to come under this head, and this difference is accounted for by the fact that ocean going vessels are more often exposed to severe weather and greater wear and tear, and that the crews of these ships are generally changed at the end of each voyage, whereas in coasters they are in constant employ, therefore the men have more interest in attending to the sanitary condition of their living spaces for their own comfort, though in many of the coasting vessels the accommodation as to space and construction is far inferior to that in the generality of sea going ships.

The aggregate number of ships having defects was 390 or equal to 24·4 per cent. of those inspected, an increase of $7\frac{1}{2}$ per cent. as compared with the results of 1893. This increase is mostly attributable to a larger number of crew spaces being found in a dirty condition and from an increase in the number of leakages into such spaces, which may be accounted for by the general bad weather that prevailed in 1894 as compared with 1893, and by the increasing inclination of seamen and firemen to do as little cleaning and painting as possible, which state of things is, I think, owing to the system of short engagements in force, consequently this work is left to be done upon arrival.

On these 390 ships there existed 496 various sanitary defects, consisting mostly of 349 dirty forecastles or other spaces, 67 leakages into same, 15 with defective lighting,

20 with foul or defective closets, 9 with defective ventilation, 8 were damp caused by condensation of water on iron surfaces, 14 bad or doubtful water supplies, and other defects (particulars of which are shown in Table A), and in respect of these 496 defects, 268 verbal notices and 122 written notices were given and served, with the result that 256 verbal notices were complied with before the ships left the Port, or the work was found to be done on their return, leaving but 12 notices unaccounted for, and the ships in these cases were mostly here but for a day or two and have not since returned.

Of the 122 written notices, 103 or 84.4 per cent. were complied with, and the various masters undertook in the remaining cases to do all repairs, etc., as required, at their loading ports or as soon as possible.

In securing these results it was necessary to make 609 re-visits. Of the total 388 written and verbal notices 359 or 92 per cent. were complied with, which is the same result as obtained in the previous year.

The question of dampness of crew spaces, caused by condensation of moisture from the air, on unlined iron surfaces, which is a common occurrence in the majority of iron ships, gives considerable trouble: and many complaints are received from seamen of damp beds and wet clothing alleged to be caused by the moisture thus produced in cold and wet weather, and which probably has a tendency to cause illness amongst those exposed to this nuisance.

When this condition is found the matter is dealt with as a nuisance, but if there is no condensation at the time of the inspection this course cannot well be taken, although all persons of experience know that these conditions occur frequently at sea in cold and bad weather; it should therefore be compulsory that all living spaces constructed of iron should be lined with some non-conducting material, and it is very

rarely found that a foreign built ship is without wood lining in all living spaces.

On 8 ships it was found that the crew's water closets were not properly separated from the living places and caused a serious nuisance: these defects exist mostly in the oldest ships and are at once rectified upon discovery.

Cholera Precautions.

The number of ships visited in Kingroad or the River was 1,086, or 45 more than in 1893, and 142 ships had their bilges, tanks, fresh water vessels, or berths disinfected as directed by the Port Medical Officer: 72 ships discharged their fresh water, after disinfection, overboard, as such water had been taken in at suspected or infected ports, and 7 ships were re-supplied with fresh water whilst they were detained in the Roads.

The total number of ships dealt with during the year was 2,680, which is an increase of 428 over the number dealt with in 1893, and is the highest result yet obtained. The total number of visits necessitated to complete all work amounted to 3,438.

157 of these ships were bound to the Port of Gloucester, and they were dealt with accordingly to the arrangement made with that Authority.

Through the Port Hospitals being required to accommodate convalescent small-pox patients from the city, the yacht "Luath" was found to be of great service, and was on regular service to convey patients, stores, water and infected clothing, etc., to the Ship and Port Hospital and to the Disinfecting Station, in Bristol, making 83 trips in this service between January 1st and April 3rd, conveying 53 patients to the Shore Hospital and 63 to the Ship Hospital: she also made 23 other trips at later dates to the Ship with stores and water, all of which work it would have been

impossible to do in any other way: and the supervision of this transport and the Hospital work made much extra demands on the time of the officers of this department.

The yacht was laid up for cleaning and overhauling in April and May according to the instruction of your Committee, after having been run almost continuously for nearly 11 months with but few days' interval, and as much of the overhauling work as possible was performed by the crew without outside aid.

On June 4th she was again put on active duty to enable the Port Medical Officers to carry out the Cholera Orders in Kingroad and the Channel, where all ships arriving from suspected ports were boarded: and from this time till November 12th she was employed on day and night tides, with but one short interval, and in this period she ran 321 trips, making a total of 404 trips run in the year without a break-down or accident of any importance.

Since this date till the end of the year the crew have been engaged in thoroughly overhauling and painting the boat.

After the Ship Hospital was emptied of patients, the usual cleaning and disinfection was carried out by the Hospital Staff, and since then they have been regularly engaged doing all alterations, repairs, painting, etc., found necessary, and everything has been done to keep the ship in the best possible state of repair without having recourse to outside help.

I am, Gentlemen,

Your obedient servant,

S. DIMOND,

Chief Port Inspector of Nuisances.

Avonmouth Port Hospital.

Number of Patients admitted during the year 1894.

<i>City Cases</i>	ADMITTED.	DISCHARGED.
January 1st	Small-Pox 52 ... Females ... 52	
to April 3rd	1 ... Male ... 1	
September ... Enteric ... 1 ... Male ... 1	54	54

Ship Hospital "Margarida."

<i>City Cases</i>	ADMITTED.	DISCHARGED.
January 1st	Small-Pox 63 ... Males ... 63	
to April 3rd		

The 52 females admitted to the Avonmouth Port Hospital were all convalescent cases from the City Hospitals ; the man was admitted from the Barton Regis Rural Sanitary District at the request of the Rural Sanitary Authority. The 63 males admitted to the Ship Hospital were all convalescents from the City Hospitals. The relief thus afforded to the City Hospital space, during the great pressure of Small-pox, was invaluable, this pressure could have been otherwise met only by the erection of further ward accommodation for 40 beds, at a cost, for even temporary structures, of about £2,000.

Port Sanitary.

TABLE A.

SHIP INSPECTION AT BRISTOL, AVONMOUTH, PORTISHEAD, AND KINGROAD, DURING THE YEAR 1894.

Showing particulars of such Inspection, the Action taken, and Results

FOREIGN.

1894	Description of Ship.	Steamships.		Sailing.		British.	Foreign.	No. of Ships having Dirty Crew Spaces.	No. with Defective Lighting.	No. with Defective Ventilation.	Having Foul Bages or Deposits.	Having W.C.'s or Paint Lockers connected with living spaces.	Having Foul or Defective Closets.	No. requiring Lining of Bulk Heads over Bulkheads, etc.	No. having leakages into Crew spaces.	Drinking Water Tanks emptied and cleaned.	Overcrowding of Crew Spaces.	Total Insanity condition or defects.	No. of Verbal Notices given and complied with.	Verbal Notices not complied with.	No. of Written Notices given and complied with.	Written Notices not complied with.	No. of Ships spoken to and visited in Kingroad or River.	No. of revisits to secure compliance with Notices.	No. of Persons comprising Crews of Ships dealt with.
		Steamships.	Sailing.	British.	Foreign.																				
Jan.	Foreign	21	14	29	6	12	2	1	7	3	8	1	..	34	11	..	7	..	37	29	724	
Feb.	do.	42	5	37	10	18	4	..	..	..	1	3	5	2	..	32	15	1	6	3	47	27	946
Mar.	do.	33	7	33	7	19	2	1	..	..	1	4	6	2	..	34	10	..	12	1	56	34	842
April	do.	29	15	33	11	17	2	1	..	..	1	1	9	1	..	33	8	2	10	1	55	32	805
May	do.	39	7	40	6	18	1	..	..	..	..	4	1	..	..	24	11	..	4	3	42	26	955
June	do.	39	20	45	14	19	..	2	..	..	1	1	6	5	..	34	14	..	9	..	102	39	1210
July	do.	36	27	42	21	17	1	1	..	..	2	2	1	..	..	34	13	..	5	1	130	21	1209
Aug.	do.	34	21	41	14	26	..	..	..	..	1	..	4	..	..	31	18	2	2	..	118	32	1101
Sept.	do.	40	20	38	22	17	1	..	..	..	1	..	2	2	..	21	15	2	1	..	122	41	1342
Oct.	do.	50	19	47	22	18	..	1	..	..	..	2	2	1	..	25	10	1	9	1	124	24	1396
Nov.	do.	39	8	39	8	20	..	..	..	..	1	..	4	..	..	26	16	2	13	2	72	12	1133
Dec.	do.	36	10	29	17	16	..	..	..	..	1	..	5	1	..	23	14	1	2	..	56	32	869
		438	173	453	158	217	13	6	4	8	20	7	62	14	1	351	155	11	80	12	961	349	12532		

1894

COASTWISE.

Jan.	Coastwise	11	65	76	..	4	1	..	..	..	..	..	..	..	..	6	4	..	2	..	11	3	344	
Feb.	do.	10	47	57	..	10	..	..	..	..	..	..	..	..	..	..	10	6	..	5	..	13	17	236
Mar.	do.	20	62	82	..	10	..	..	..	..	..	..	..	..	..	..	10	8	..	1	2	4	20	412
April	do.	20	87	167	..	30	..	..	..	..	..	..	..	..	..	..	32	15	..	9	..	4	63	495
May	do.	21	95	116	..	11	..	..	..	..	..	..	..	..	..	..	11	7	..	4	..	5	25	533
June	do.	19	62	81	..	7	..	..	..	..	..	..	..	..	..	..	8	7	..	..	..	31	14	390
July	do.	12	57	69	..	7	..	..	..	..	..	..	..	..	..	..	15	9	..	1	1	11	24	351
Aug.	do.	10	66	76	..	12	1	1	1	..	..	..	..	..	..	..	11	10	..	..	..	20	20	334
Sept.	do.	4	73	74	3	11	..	..	..	..	..	..	..	..	..	..	15	9	..	1	1	11	24	519
Oct.	do.	9	46	55	..	6	..	..	..	..	..	..	..	..	..	..	11	5	..	1	7	10	266	426
Nov.	do.	24	72	94	2	13	..	..	..	..	..	..	..	..	..	..	6	5	..	1	..	7	10	334
Dec.	do.	17	74	88	3	11	..	2	..	..	..	..	..	..	..	..	14	14	..	1	..	1	30	519
Total	Coastwise	177	806	975	8	132	2	3	1	1	..	1	5	..	..	145	101	1	23	7	125	260	4763	
	Foreign	438	173	453	158	217	13	6	4	8	20	7	62	14	1	351	155	11	80	12	961	319	12532	
	Grand Totals	615	979	1428	166	349	15	9	5	9	20	8	67	14	1	496	256	12	103	19	1086	609	16295	

Number of Ships Inspected in detail at Bristol, Avonmouth, or Portishead Docks .. 1594

Number of Ships Visited in Kingroad or River to prevent importation of disease .. 1086

Number of Ships Disinfected in Kingroad and River .. 142

Number of Ships supplied with Water .. 7

Revisits to Ships to enforce compliance with Notices.. 609

Fresh water taken in at Suspected Ports was emptied in 72 cases before entering the Dock, and re-supplied in 7 cases.

Total Inspections, Visits, and Disinfections .. 3438

In addition to the above work, all vessels arriving by night-tides are spoken on arrival at Cumberland Basin, when the Yacht is not on duty in Kingroad.

Port Sanitary.
SHOWING PROGRESSIVE WORK OF SHIP INSPECTION SINCE INSTITUTED.

TABLE B.
SHOWING PROGRESSIVE WORK OF SHIP INSPECTION SINCE INSTITUTED.

Year.	Number of Ships Inspected	CONDITION.		NOTICES.		Percentage of work known to be done.
		Good.	Unsatisfactory.	Percentage having Defects	Served.	
1885 (4 months)	191	109	82	43 per cent.	82	34
1886	722	577	145	20 per cent.	186	85
1887	1461	1073	388	26 per cent.	388	270
1888	1371	1072	299	22 per cent.	313	66 per cent.
1889	1339	995	344	25 per cent.	391	303
1890	1224	874	350	28 per cent.	386	314
1891	1322	950	372	28 per cent.	439	366
1892	1265	1004	261	21 per cent.	317	289
1893	1211	998	213	17½ per cent.	222	204
1894	1594	1204	390	24 per cent.	390	359
						92 per cent.

The Vessels unaccounted for left the Port and have not been seen since, but there is reason to think the required work has been done in most cases. It is the custom of many ship owners to get repairs done at loading ports, and those so done cannot be added to our returns for want of definite information.

Port Sanitary.

TABLE C.

Infectious Diseases on Ships during the Year 1894.

1894	Name of Ship.	Where from.	Nature of Disease.	No. of Cases	Died.	No. Recovered	REMARKS.
Feb. 15th	S.S. "Louise"	Alexandria	Enteric	1	1	0	Removed from ship at Portishead to Bristol General Hospital by the Authority's yacht "Luath," disinfected of berth, clothes, &c., carried out. 30
Feb. 16th	S.S. "C. of Dortmund"	Hamburg	Enteric	1	0	1	Ill on arrival with Influenza, and developed Enteric 8 days later at his home.
April 10th	S.S. "Beaconsfield"	Sevastopol	Small-Pox	1	0	1	Left at Genoa Hospital. All disinfection had been done.
S.S. "Gluuystwyth"	Nicholaief	Small-Pox	3	1	2	1 man landed at Odessa and 2 at Marseilles. The forecastles were disinfected and cleaned out on arrival here.	
May 7th	S.S. "B.T. Robinson"	Mariupol	Small-Pox	2	1	1	1 case was landed at Constantinople, the other case was fatal, and the body was buried at sea. The Mate was also landed sick at Mariupol. All births and clothing was disinfected directly after arrival in Portishead Dock.
May 30th	Ship "Glenogil"	San Francisco	Enteric	1	0	1	Man was convalescent on arrival. Berths and clothes were disinfected.
June 21st	Ship "Glenora"	Rosario	Enteric	1	1	0	The case was removed to General Hospital, and all disinfection of berth, clothes, and water tanks carried out.
Aug. 22nd	Ship "Persis"	River Plate	Yellow Fever	2	1	1	Thorough cleaning done. Ship was disinfected at Rio.
Sept. 10th	Ship "Birgitte"	Darien	Enteric	1	0	1	Removed to Port Sanitary Hospital, ship disinfected and drinking water emptied.
Sept. 18th	S.S. "Exeter City"	New York	Enteric	1	0	1	Removed to General Hospital, berth and clothes disinfected.

Continued next page.

TABLE C—Continued.

Other Diseases.

1894	Name of Ship.	Where from.	Nature of Disease.	No. of Cases.	Died.	No. Recovered.	REMARKS.
Jan. 18th	S.S. "Matabele"	Smyrna	Fever & Ague	1	0	1	Sent to Seamen's Convalescent Home, Cardiff.
Feb. 26th	S.S. "Kepler"	Odessa	Fever & Ague	1	0	1	Convalescent on arrival.
March 5th	Ship "Ganges"	Demerara	Fever	1	0	1	Removed to General Hospital, and clothes and berth disinfected.
March 29th	Ship "Avon"	Demerara	{ Diarrhoea and { Dysent'ry } Diarrhoea	10	10	0	These cases occurred amongst Coolies carried from India to Pemerara on the home passage.
April 7th	S.S. "Dowlais"	Huelva		1	0	1	This case soon recovered.
June 6th	S.S. "Exeter City"	New York	Diarrhoea	1	0	1	This man was treated at the Infirmary.
June 11th	S.S. "C. Clarkson"	Nicholaief	Fever & Ague	1	0	1	Convalescent on arrival
June 21st	Ship "Glenora"	Rosario	Diarrhoea	3	0	3	These cases occurred soon after leaving Port, probably caused by bad river water.
July 3rd	Ship "August" Do.	Rosario Do.	Scurvy	3	1	2	The Captain died at Falmouth, drinking water emptied.
July 15th	S.S. "Annie Fletcher"	Rosario	Diarrhoea	3	0	3	These men recovered after a few days' illness.
Aug. 1st	"Vigeland"	Rosario	Fever	1	0	0	The Mate was left in Hospital at Rosario, ill of fever.
Aug. 7th	S.S. "Johan Seina"	St. Petersburg	Fever	1	0	1	Ship proceeded to Gloucester.
Aug. 19th	S.S. "Dewsland"	Nicholaief	Diarrhoea	1	0	1	Bound to Sharpness, water tanks and bilges emptied.
Sept. 7th	S.S. "Widdington"	Alexandria	Diarrhoea	1	0	1	do. do. do.
Sept. 25th	S.S. "Cleveland"	Taganrog	Malaria	1	0	0	Recovered under treatment at Kingroad, ship and tanks disinfected
Oct. 10th	S.S. "Leo"	Odessa	Diarrhoea	1	0	1	Went on with ship to Sharpness.
							ship disinfected, and fresh water emptied.

Port Sanitary.

TABLE D.

Return of Cases of Sickness reported to have occurred during the voyage,
or found on arrival in Port.

1804.	January ...	February ...	March ...	April ...	May ...	June ...	July ...	August ...	September	October ...	November	December	TOTALS ...
	Small Pox.												
	Fainter.												
	Fever and Ague.	1	1	1	1	1	1	1	1	1	1	1	11.
	Diarrhea.	—	—	—	2	—	3	—	8	—	—	—	15
	Yellow Fever.	—	—	—	—	—	—	—	2	—	—	—	7
	Dysentery.	—	—	10	—	—	—	—	—	—	—	—	—
	Venerable Disease.	—	1	—	—	—	—	—	—	1	—	—	—
	Hernia.	—	—	—	—	—	—	1	—	—	—	—	—
	Bronchitis	—	—	—	—	—	—	1	—	—	—	—	—
	Lung Disease.	2	1	1	1	1	12	1	1	1	1	1	8
	Colds.	—	—	—	—	—	—	—	—	—	—	—	6
	Influenza.	2	—	—	—	—	—	—	—	—	—	—	2
	Rheumatism.	—	1	—	—	—	—	—	—	—	—	—	1
	Scurvy.	—	—	—	—	—	—	—	—	—	—	—	3
	Debility	—	—	—	—	—	—	1	—	—	—	—	—
	Fryspelias	—	—	—	—	—	—	1	—	—	—	—	1
	Sickness.	—	—	—	—	—	—	—	—	1	—	—	1
	Accidents.	2	3	—	—	—	1	—	—	—	—	—	6

**ANNUAL REPORT OF CANAL BOAT INSPECTION
FOR THE YEAR 1894.**

TO THE COMMITTEE OF THE
BRISTOL URBAN SANITARY AUTHORITY.

GENTLEMEN,

In compliance with Section 3 of the Canal Boats Act, 1884, I beg to hand you Report of the work done under the Acts and Regulations made thereunder:—

1.—The Inspector visits the waters of the Port daily and is remunerated in connection with his Port Sanitary Duties.

2.—During the year 80 Canal Boats were inspected in detail, and of these 18 were found to have contraventions of the Acts or Regulations.

Summary of General Condition.

3.—The general character of Canal Boats plying in the district has been improved during the year, and being mostly owned by large Carrying Firms more attention is paid to them, and it is a rare occurrence for women or children to be found living on board, but in 3 cases dilapidations or leakage was found.

A.—Registration.

The new boats inspected were not registered and 8 others were being dealt with by the Registration Authorities.

B.—Notification of change of Master.

None were made as this is not a Registration Authority.

C.—Absence of Certificates.

On 8 boats certificates could not be produced but they have since been supplied to the various masters. These cases mostly arose on new boats or through change of owners.

D.—Marking.

Nine cases of non-marking were found but the regulations have since been complied with under notice.

E.—Overcrowding.

None was found.

F.—Separation of Sexes.

No contraventions found.

G.—Cleanliness and Ventilation.

One boat was repainted under notice, and all had the usual ventilating opening.

H.—Provision of Water Vessels.

Sufficient vessels were found in each boat.

I.—Removal of Bilge Water.

No excessive accumulations were seen but in 3 cases pumps were not carried.

J.—Notification of Infectious Disease.

No case was found or reported, hospital accommodation is provided in the city.

K.—Refusal to Admit.

No refusal of any kind.

4.—Legal Proceedings.

None were required, all requirements being carried out on notice being given.

5.—Notices.

Seven written notices were served and complied with.

I am, Gentlemen,

Your obedient servant,

S. DIMOND,

Inspector of Canal Boats,

